

Shipping.

Steamers.

THE OSAKA SHOSHIN KAISHA, LTD.
FOR SWATOW, AMOY & TAMSUI.
THE Company's Steamship
TAMISU MARU,
Captain S. NAKA, will be despatched for
the above Ports on SUNDAY, the
28th Inst., at Daylight.
For Freight or Passage, apply to
MIYUITSU DUBSAN KAISHA,
Agents.
Hongkong, July 24, 1899. 1705

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.
THE Co.'s Steamship
ERNEST SIMONS,
Captain DENARD, will be despatched on
or about SUNDAY, the 28th Inst., in-
stead of as previously notified.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, July 27, 1899. 1708

**UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.**
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
INDRALEMA,
Captain BAKER, will be despatched as
above on or about the 12th August.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, July 21, 1899. 1689

Intimations.

JUST LANDED.

HASTINGS AND NEWBURN'S Best
York Cut HAMS.
At a
AUSTRALIAN PINE APPLE BRAND
BACON.
Very Moderate Price.
H. HUTCHINGS,
15 and 16, D'Almeida Street, Hongkong,
and 21 and 22, Elgin Road, Kowloon.
Hongkong, June 9, 1899. 1593

SEN TING
Surgeon Dentist,
No. 10, D'Almeida Street.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 6, 1893. 628

KWONG YEE ON,
PROVISION DEALER
SHIP CHANDLER
GENERAL STORE KEEPER.
Special Prices to HOTELS, CATERERS and
SHOPS.
Careful Attention given to Coast Port
Orders.
A trial will prove my Goods to be the
Cheapest and Best in the Market.
No. 31, HING LUNG STREET.
Hongkong, March 27, 1899. 775

FOR SALE.
YUBARI LUMP COAL just to Hand
from MOROCCO (JAPAN); also
14 OLD BRASS RAFTS, fit for use
on Steamers. Apply to
KWONG MAN WO,
No. 132, Bonham Street West.
Hongkong, May 8, 1899. 1150

KUHN & KOMOR.
(21 & 23, QUEEN'S ROAD).
JUST RECEIVED.—A COLLECTION OF
JAPANESE PLAID SILK AND
SUNSHADES. 1516

A WONDERFUL MEDICINE.
BEECHAM'S PILLS
are universally admitted to be
Worth a Guinea's Box.
FOR BILIOUS AND NERVOUS
DISORDERS.
Sick Headache, Loss of Appetite,
Gourmy and Bloatedness on the Skin,
Disturbed Sleep, &c.
For females of all ages they are invaluable.
The 1/12 boxes contain 56 Pills.
Price, 60 Cents a Box.
Prepared only by the Proprietor,
THOMAS BEECHAM, St. Olave's, England.
Sole Agents for Hongkong and China—
WATSON & Co., 66, Queen's Road.

RIGAUD'S White Violet Extract
This fugitive and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by the
most re-
fined French
Society.

RIGAUD'S White Violet Extract
10,000
White Violet
Extract
PARIS
Rigaud's Extract
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Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**
FOR SWATOW, AMOY & TAMSUI.
THE Company's Steamship
HAIMUN,
Captain Mithov, will be despatched for
the above Ports on SATURDAY, the 28th
Inst., at 3 p.m.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, July 24, 1899. 1724

**SHEWAN, TOMES & Co.'s NEW YORK
LINE.**
FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship
YANGTZE,
H. ALLEN, Commander, will be despatched
for the above Port on MONDAY, the
31st Inst., at 6 p.m.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 20, 1899. 1392

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
DIOMED,
Captain Goodwin, will be despatched as
above on MONDAY, the 31st Inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 26, 1899. 1637

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR TIENTSIN.
THE Company's Steamship
NANCHANG,
Captain FRYLAND, will be despatched as
above on MONDAY, the 31st Inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 26, 1899. 4719

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**
FOR MANILA.
THE Company's New Steamship
DIAMANTE,
Captain G. A. BROWN, will be despatched
for the above Port on TUESDAY, the 1st
August, at 4 p.m.
This steamer has superior Accommoda-
tion for First and Second-class Passengers.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, July 27, 1899. 1725

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Hongkong, July 27, 1899. 1725

Mails.

U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP
COMPANY.**
VIA INLAND SEA OF JAPAN AND
HONOLULU.
Proposed Sailings From Hongkong.
City of Rio de Janeiro
(via Shanghai, N.Y.,
Kobe, Inland Sea, Yoko-
hama & Honolulu)
Yama & Honolulu
City of Peking (via
Shanghai, N.Y.,
Kobe, Inland Sea, Yoko-
hama & Honolulu)
China (via Shanghai,
Nagasaki, Kobe, Inland
Sea, Yoko-
hama & Honolulu)
Saturday, Aug. 12, at Noon.
Thursday, Sept. 7, at Noon.
Tuesday, October 3, at Noon.

**THE U. S. Mail S. S. CITY OF RIO
DE JANEIRO** will be despatched for
SAN FRANCISCO via SHANGHAI,
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, on
SATURDAY, the 1st August, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or Canada.
Rates may be obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail route from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.
Passengers holding through ORDERS TO
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Rail route from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
6 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, July 13, 1899. 1602

**Occidental and Oriental
Steamship Co.**
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL
AND SOUTH AMERICA, AND EUROPE
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.
Proposed Sailings From Hongkong:
Coptic (via Shanghai,
Nagasaki, Kobe, Inland
Sea, Yoko-
hama & Honolulu)
Guelic (via Shanghai,
Nagasaki, Kobe, Inland
Sea, Yoko-
hama & Honolulu)
Doric (via Shanghai,
Nagasaki, Kobe, Inland
Sea, Yoko-
hama & Honolulu)
Tuesday, Aug. 22, at Noon.
Saturday, Sept. 16, at Noon.
Tuesday, October 10, at Noon.

THE Co.'s Steamship COPTIC will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 22nd August,
at Noon.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to
England, France and Germany by all trans-
Atlantic lines of Steamers, and to the
principal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passenger who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, July 28, 1899. 1718

THE Co.'s Steamship COPTIC will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 22nd August,
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J. S. VAN BUREN,
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Hongkong, July 28, 1899. 1718

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Passenger who have paid full fare, re-
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For further information as to Freight
or Passage, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, July 28, 1899. 1718

THE Co.'s Steamship COPTIC will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 22nd August,
at Noon.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to
England, France and Germany by all trans-
Atlantic lines of Steamers, and to the
principal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
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Insurances.

THE IMPERIAL MARINE INSURANCE Co., Ltd., TOKYO.

THE Underwriters are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co., Agents.

Hongkong, January 6, 1899.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1719).

CAPITAL FULLY SUBSCRIBED, £250,000.

CAPITAL PAID UP, £150,000.

TOTAL INVESTED FUNDS, £235,023.

TOTAL ANNUAL INCOME, £923,203.

THE Underwriters, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue P. & C. RISKS against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1898, £1,950,963.

Authorised Capital £3,000,000.00

Subscribed Capital £2,750,000.00

Paid-up Capital £2,687,500.00

Free Funds £2,765,469.7.11

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, June 28, 1899.

1537

Messrs. D. J. REYNOLDS & Co., beg to offer their services as AGENTS in ENGLAND. Established in 1844, they have a thorough knowledge of the Markets, and experience of Eastern requirements.

The heads of the firm give personal supervision to all business, and with confidence invite those requiring REURABLE AGENTS for insurance of goods, sale of produce, or other business, to send their orders to them. Machinery orders are attended to by an expert.

L. WHITEHEAD STREET, LONDON.

21, WHITEHEAD STREET, LONDON.

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WINDSOR HOTEL, HONGKONG, STRICTLY FIRST CLASS.

PASSENGER ELEVATOR FROM ENTRANCE HALL, TO EACH FLOOR.

BOARD AND LODGING.

MONTHLY RATES NOW GIVEN.

P. BOHM, Proprietor and Manager.

Hongkong, 25th April, 1899.

1927

THE WESTERN HOTEL.

QUEEN'S ROAD.

WEST.

519

KOWLOON HOTEL, BRITISH KOWLOON.

THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Cuisine the best in the Colony.

BOWLING ALLEY AND BILLIARDS.

J. WILLIAM OSBORN, Proprietor and Manager.

Hongkong, January 9, 1899.

1788

NEW VICTORIA HOTEL.

ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, May 1, 1899.

1788

Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silver Smiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

TELESCOPES AND TELEGRAPHIC APPARATUS.

ADAMANTINE AND EMERALD CHARTS.

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Christie & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. A. 73.

NOTICE TO ADVERTISERS.

Owing to the large and continued increase of Subscribers to the CHINA MAIL,

We are compelled to go to Press earlier.

Alterations and additions to Advertisements on Pages 1 and 4, should be sent here not later than 10 a.m. New Advertisements should be sent before 3 p.m.

BAIN & REID.

Hongkong, April 14, 1899.

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JADESTONES & CURIOS FOR SALE.

EXPORTERS OF CHINA GOODS FOR OVER 20 YEARS.

AGENTS FOR KWONG MAN CHONG, OF PEKING IN.

ANCIENT CURIOS, PEARLS, JADESTONES AND CRYSTAL WARE, &c.

GENUINE ARTICLES—MODERATE PRICES.

Inspection Invited.

No. 63, Queen's Road Central.

1840

MR JUSTIN MCCARTHY'S REMINISCENCES.

Mr Justin McCarthy related some reminiscences to a representative of the Daily Chronicle recently. Speaking of his early connection with journalism in London he said—

"I was I joined the staff of the Morning Star, the organ representing the Radical campaign of Bright and Cobden. We were unscrupulous people on that paper. Actually we advocated the ballot for voting. Terrible! Anarchism! I was in the Gallery for a session, and I became friendly with the editor of the Morning Star. I had a very good acquaintance, in a literary sense, with the most important foreign languages. Hence the post of foreign editor was offered to me, and in 1865 I was bidden go higher, to the editor's chair. I continued to occupy it till 1868, when John Bright withdrew from the paper."

"I was then asked to become a Cabinet Minister then, and he held that no man so placed should be identified with any journal. His withdrawal meant to me the loss of a most attractive personal relationship in the direction of the Morning Star. Further, a long-spoken journal editor had written me a letter. I had made an experiment at novel-writing which was rather encouraging; and, finally, I wanted to go and view America. To America I went, and I lived and wrote in New York for three years."

"The great figures in the political world of London, when I first knew it, were Palmerston, Gladstone, Disraeli, Bright, and Cobden. It is curious how some men, once very notable in politics have almost been forgotten. I think of Sir James Graham and Sir George Cornewall Lewis, the latter one of the most convincing speakers I have ever heard. When I say that I mean his arguments and language, for nothing could be more than his manner as a speaker. His articulation may be said to have killed him; or rather, it never allowed him to arrive."

"Then, who were the kings in literature? Why, Dickens, Thackeray, Tennyson, and Browning, though he had select others. I remember that I had a great deal to do with the late Mr. John Ruskin in London. But there was John Stuart Mill, besides whom, in sheer intellectual power, Cornhill Law's might almost be a place. I hardly need to remark on the changes which 40 years have brought about in journalism—the greatly increased number of papers, their wider circulation, the infinite spread of subjects which are dealt with in the columns of the press, summed up that there is nothing in our daily life, which is not now mirrored in our daily paper. Moreover, that is managed without any sacrifice of the best traditions of English journalism—its integrity, its life, its style. Far from being lost, I consider the influence of the newspaper on our public life to be greater than ever, and a most healthy, wholesome influence it is."

"And what of changes in our methods of conducting public affairs—in particular, changes in the ways of the House of Commons? "Once upon a time large questions were, so to speak, threshed out and settled on the platform in the country. You had no great organization now, like that to which Cobden and Bright gave life; no tribunes—like the Free Trade Hall, at Manchester. Views are now in the country, from successive platforms, but the winning of them, the shaping of them to a practical conclusion, is done in the newspaper. There has been a falling away of eloquence in the House, and I don't think oratory is lost to us as some people would have you believe. Oh, no, it will come again."

"I am a devotee in the House of Commons becoming businesslike, as against the original. I don't doubt. But no system of debate has come in to displace oratory, to keep it out. People speak as well as before, and it is that, you say, 'Well, I would rather listen to Burke for two hours than to Bug gins.' Great orators will arise as before, and saying so, I may add that the three greatest orators I have heard were Bright, Gladstone, and Wendell Phillips, when I met in America. Disraeli was not a great orator; he was a supreme master of sarcasm."

"Perhaps you could give me a little appreciation of Cobden and Bright, as one brought intimately into touch with them? "Bright was the stronger man of the two. Even as he spoke he gave you the impression of having a fine reserve of strength. His passion was a white heat, not a mere flash, but while he glowed you said to yourself, 'Yes, there's more behind, if it's needed.' Again, Bright had great humour. An exquisite humour. It was as gentle as himself, and as effective. He once remarked to me, 'I don't understand this all-day currency question. Some people do—they tell me.' What could have been keener, more subtle?"

"Did humour characterize Bright's general conversation? "Oh, certainly. We were all in the Morning Star office one afternoon, during the progress of the American Civil War. A visitor who sided with the South was laying down this law to Bright—first, that the North could not win; second, that if by chance it did it would still be ruined by the struggle. He put such a mangled North to Bright, demanding, 'Now, what do you say to that?' 'I don't understand it all day,' said I. 'I fancy the North will muddle along somehow.' That summed up his opponent's case to a hair's breadth."

"What is your recollection of Cobden? "Cobden was a positive, winning speaker. He appealed to you by reason and by force of his own arguments. He had not a word of anything like Bright's; still, he could be heard over a great assembly. And, as I have indicated, he was a capital man with an audience. He seems to take you in a friendly way, by the hand saying, 'Just let me call your attention to one or two points, which, in your knowledge of the subject, I think are of great importance.' Bright and Cobden were two very charming men, and they were great men."

"I suppose the four most dramatic figures of the political stage of recent years have been Disraeli and Lord Randolph Churchill, Parnell and Gladstone? "I see you mean—the note of actuality—and it would be so. To my thinking, Disraeli was always the literary man in politics. Better call him the journalist in politics, for he brought a 'news' genius to bear on his methods. He looked at everything from the point of view of a reporter. He wanted picturesque 'copy' something that would fetch the public. Take his Eastern policy as an illustration."

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NEIGHBOUR WOLFE AND OTHERS.

Almost every afternoon in pleasant weather I go my neighbour Wolfe sitting in an easy-chair in the shade, in front of his own door. Sometimes he sits by himself, and sometimes, if I happen to be there, he sits with me. He is a man of about fifty, and he is a man of heart, and you could not say more in an hour of his life."

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Intimations.

G. FALCONER & Co., WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

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Specifications and Drawings for the Building of Launches, Tug, Cargo, Water Boats, and Small Craft of every Description.

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A. G. GORDON, General Manager.

Hongkong, April 1, 1899.

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